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 SECURITY INFORMATION

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COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Analysis of the Fulfillment of Transport Planning of Inland Navigation in
 February 1951.

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REFERENCES

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REMARKS

SOURCE

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* This analysis

gives a survey of inland shipping planned and actually effected in February 1951, and includes coal, ore, metal, fertilizers, liquid fuel, building materials, lumber, potatoes, grain, sugar beets, and general cargo. ** The report attributes the non-fulfillment of the plan in February to ice conditions in the Stralsund and Schwerin districts. ***

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Comment. The errors in the tons per kilometer column are in the original. The shipments from the U.S.S.R. mentioned under metal are worthy of note. Several railroad shipments of the kind were already dispatched to the ship-building industry in the Soviet Zone of Germany via Frankfurt/Oder. One of the two harbors for imported grain indicated in the grain column is probably not Wittenberg, but Wittenberge on the Elbe River.

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Comment. For copy of original document, see Annex.

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(Translation from German original)

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Subject: Analysis concerning the fulfillment of the transportation plan for February 1951.

The Ministerium fuer Verkehr (Ministry of Transport) definitely fixed the transport plan for February 1951 at 710,000 tons.

This plan was fulfilled with 466,129 tons, i.e. 65.7 percent.

The subdivision into the various districts appears as follows:

District	Plan tons	Fulfillment tons	Percentage	Plan tons/km	Fulfillment tons/km	Percentage
Berlin	330,000	226,803	68.7	35,252,500	16,902,865	47.4
Magdeburg	210,000	135,989	64.7	35,959,224	18,234,352	50.7
Dresden	70,000	76,809	109.7	23,202,390	25,840,730	111.4
Stralsund	80,000	20,341	25.4	6,009,720	840,960	14.0
Schwerin	20,000	6,187	30.9	3,387,850	1,397,247	41.2
Total:	710,000	466,129	65.7	105,813,310	63,216,154	60.9

Shipments of the various kinds of goods were fulfilled as follows:

Coal: Percentage of fulfillment: 64.4 percent. Shipments to the inland sector of Mecklenburg had to be made by rail due to ice-bound waters. The same was the case with pit coal shipments to Fuerstenberg on the Oder River. The quota for railroad service coal in the Dresden district was reduced by 10,000 tons.

Ore: Percentage of fulfillment: 205.8 percent. This high fulfillment figure could be attained as a result of very bad planning by the Ministry of Industries. The shipment of pyrites by sea from Magdeburg and Boizenburg was planned but could not be carried out and in part was dispatched by rail.

Metal: Percentage of fulfillment: 17 percent. The planned shipment was not accomplished. Shipments from the U.S.S.R. via Stettin could not be undertaken due to ice conditions.

Fertilizers: Percentage of fulfillment: 38.8 percent. About 11,000 tons were shipped by rail from Leuna-Werke Plant to Hamburg. This shipment could have been made first by rail to the Elbe River and then by water to Hamburg. The same applies for the shipment of 18,000 tons to Stettin which at least in part could have been shipped by water. It may be stated that, especially in the railroad districts of Magdeburg and Halle, Directive No 12 by the German Railroads is by no means complied with, but rather is violated in every respect by both shippers and the state railroad.

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Liquid fuel: Percentage of fulfillment: 62.4 percent. Shipment of gasoline opened late and the loading of the barges was delayed about 9 days because only one shuttle-service train was made available by the tank-car managing center for shipping gasoline. The DSU had failed to secure the cooperation of the tank-car managing center. The GDS (Directorate General of Shipping) was not called in either.

Building material: Percentage of fulfillment: 66.8 percent. The percentage of fulfillment of the plan is low because the shipment of gravel from the district of Farey started only slowly in mid-February 1951. A shipment of 5,000 tons of cement scheduled to go from Schoenebeck to Stettin was not made whereas trains of the Railroad Administration went the same route with the same kind of goods, either via Frankfurt/Oder across Poland or directly to Stettin. Building bricks to be shipped from Zehdenick were not released entirely.

Lumber: Percentage of fulfillment: 30.9 percent. Only a very small percentage of the shipments could be made because of winter-conditions in the area of Schwerin which lasted still in February.

Potatoes: Potatoes were not shipped according to schedule.

Grain: Percentage of fulfillment: 43.8 percent. The low percentage of fulfillment was due to the lack of grain imports which were to arrive via Doemitz and Wittenberg.

Sugar beets: Several shipments of this kind of goods were performed.

General cargo: Percentage of fulfillment: 274.6 percent. The high percentage of fulfillment, as usual, results from the fact that only quantities over 50 tons are to be reported and is primarily due to the shipping of rubble from the district of Berlin. During the month under review, the Elbe and Saale Rivers were fully navigable. The Elbe River was ice free while navigation on the Elbe-Havel Canal was still suspended. Navigation as far as Genthin was declared open on 6 February 1951, and as far as Berlin on 7 February when the thaw set in. The main water level at the Dresden water gauge was 2.04 meters.

Only very little shipping traffic was possible in the districts of Stralsund and Schwerin as a result of ice conditions with only shuttle service of coal shipments from Wolgast to Peenemuende possible in the Stralsund district. The low fulfillment figures of the plan were chiefly due to these conditions. Cooperation by the Kreistransportbearbeiter (Kreis Shipping Advisor) with the shipping branch left much to be desired in the Magdeburg district and hence the exploitation of the shipping capacity has been poor.

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